
APPENDIX C

Permit Applications

**U.S. ARMY CORPS OF ENGINEERS
APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT**

33 CFR 325. The proponent agency is CECW-CO-R.

*Form Approved -
OMB No. 0710-0003
Expires: 30-SEPTEMBER-2015*

Public reporting for this collection of information is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of the collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters, Executive Services and Communications Directorate, Information Management Division and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please **DO NOT RETURN** your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE
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(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME First - Brett Middle - Last - Nelson Company - Alaska Department of Transportation & Public Facilities E-mail Address - brett.nelson@alaska.gov		8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required) First - Middle - Last - Company - E-mail Address -	
6. APPLICANT'S ADDRESS: Address- 2301 Peger Road City - Fairbanks State - AK Zip - 99709 Country -		9. AGENT'S ADDRESS: Address- City - State - Zip - Country -	
7. APPLICANT'S PHONE NOS. w/AREA CODE a. Residence b. Business c. Fax 907-451-2238		10. AGENTS PHONE NOS. w/AREA CODE a. Residence b. Business c. Fax	

STATEMENT OF AUTHORIZATION

11. I hereby authorize, _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

SIGNATURE OF APPLICANT

DATE

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions) Barrow Maintenance Facility and North Apron Expansion			
13. NAME OF WATERBODY, IF KNOWN (if applicable) Isatkoak Lagoon		14. PROJECT STREET ADDRESS (if applicable) Address	
15. LOCATION OF PROJECT Latitude: °N 71.285500 Longitude: °W -156.767400		City - Barrow State- AK Zip- 99723	
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions) State Tax Parcel ID Municipality North Slope Borough Section - 4-8 Township - 22N Range - 18W			

17. DIRECTIONS TO THE SITE

Barrow is located 320 miles north of the Arctic Circle at the base of Point Barrow and is bordered by the Chukchi and Beaufort Seas. It is accessible primarily by plane flying into the Wiley Post-Will Rogers Memorial Airport. There are no year round roads into Barrow. Marine travel in the area is increasing.

18. Nature of Activity (Description of project, include all features)

The project includes constructing additional north apron space and M&O infrastructure at the Barrow Airport. The proposed apron expansion would extend the north apron 400 feet to the east. A 400-foot by 500-foot gravel pad would be constructed on the south side of the runway to accommodate the new M&O facility. A 24-foot wide access road would be constructed to connect the new M&O pad to Emaiksoun (Freshwater Lake) Road. A 44-foot wide access road would be constructed to connect the M&O facility to the runway. The existing material site would be expanded by an additional 14 acres. See attachment for further details.

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

The recently completed Wiley Post/Will Rogers Memorial Airport Master Plan identified deficiencies in the existing airport infrastructure, and highlighted current and anticipated needs. Barrow Airport's existing M&O building, built in 1992 and expanded in 1998, is at maximum capacity and undersized for the airport's current and anticipated needs. M&O parts, equipment, and materials are currently stored at a number of different locations around the airport, making it more difficult for M&O personnel to perform their duties efficiently. The existing facility does not have sufficient space to house all of the equipment necessary to comply with EPA's new deicing regulations and lack of heated sand storage space means that sand is currently rotated through the heated M&O building taking up valuable space. The north apron expansion will open up additional lease lots needed to support current and anticipated future demand.

USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED**20. Reason(s) for Discharge**

Placement of material is required to extend the airport apron on the north side and to build a gravel pad and access road on the south side of the airport.

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

Type Amount in Cubic Yards	Type Amount in Cubic Yards	Type Amount in Cubic Yards
138,535 cy embankment	60,000 cy unusable fill material	198,535 cy total excavated material

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres 32.15 Acres See attachment for further details.
or
Linear Feet

23. Description of Avoidance, Minimization, and Compensation (see instructions)

Nearly a third of the airport property is developed or disturbed with the rest of the property characterized as wetlands or open water. Avoidance is not possible. Alternatives dropped from further consideration included larger disturbance footprints and the proposed project represents efforts to minimize impacts. See Attachment for further details.

24. Is Any Portion of the Work Already Complete? ☒ Yes ☐ No IF YES, DESCRIBE THE COMPLETED WORK

The existing material site and previous airport improvements since 1999 have been under permit POA-1999-2070. This application represents a modification to this permit.

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

a. Address- North Slope Borough, 1274 Agvik Street

City - Barrow State - AK Zip - 99723

b. Address- City of Barrow, 2022 Ahkovak Street

City - Barrow State - AK Zip - 99723

c. Address- Ukpeagvik Inupiat Corporation, P.O. Box 890

City - Barrow State - AK Zip - 99723

d. Address-

City - State - Zip -

e. Address-

City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
ADEC	401 Certification		Concurrent		
SHPO Section 106					
USFWS Section 7					
North Slope Borough	Land Use Permit				

* Would include but is not restricted to zoning, building, and flood plain permits See Attachment for complete list of Certificates or Approvals

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT

DATE

SIGNATURE OF AGENT

DATE

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.

Barrow Maintenance Facility and North Apron Expansion

Project Description

The recently completed Wiley Post/Will Rogers Memorial Airport Master Plan identified deficiencies in the existing airport infrastructure, and highlighted current and anticipated needs. Cargo staging and vehicular traffic for airport service and loading operations on the apron, along with the proximity of the major support buildings to the apron and to each other, all contribute to apron congestion. Forecasted additional aviation activity would generate more congestion and increase maintenance needs which will accentuate the current deficiencies as well as require storage for additional maintenance equipment.

M&O Facility

Barrow Airport's existing M&O building, built in 1992 and expanded in 1998, is at maximum capacity and undersized for the airport's current and anticipated needs. This will be made worse by future increase of aviation activity. The building is situated on a parcel that does not allow for expansion. As a result of new deicing regulations issued by the Environmental Protection Agency (EPA), DOT&PF must now stockpile a liquid deicing agent and specialized equipment for applying the new agent. The existing facility does not have sufficient space to house all of the equipment necessary. M&O parts, equipment, and materials are currently stored at a number of different locations around the airport, making it more difficult for M&O personnel to perform their duties efficiently. Maintaining a clear runway surface for the design aircraft during inclement weather will require additional snow removal equipment along with warm storage for sand and the deicing chemical. Currently, there is no heated sand storage building; the sand that is used for the runway is stored outside in bags and rotated in and out of the heated M&O Building. A new facility would provide space for sand, deicing chemical, and equipment for near-term needs as well as space for future expansion. The proposed M&O Facility will be located on a 4.6 acre gravel pad on the south side of the runway, with an access road to the runway and from Emaiksoun (Freshwater Lake) Road. The M&O Facility will include an Aircraft Rescue and Firefighting (ARFF) facility as well as a Snow Removal Equipment Building (SREB), deicing chemical storage, and living quarters for DOT&PF emergency response personnel. A 24-foot wide access road would be constructed to connect the new M&O pad to Emaiksoun (Freshwater Lake) Road. A 44-foot wide access road would be constructed to connect the M&O facility to the runway.

North Apron Expansion

In their current configuration, the apron and taxilane on the north side of the runway do not provide sufficient wingtip clearance for two 737 aircraft to pass, causing restricted jet operations. The existing apron does not have the frontage for additional lease lots needed to support current or anticipated future demand. The purpose of this project is to extend the apron southward to accommodate wingtip clearance and eastward to provide access to a lease lot. Civil work consists of extending the apron on the north side of the airport approximately 400 feet to the east to support the development of a new lease lot and widening the apron to provide wingtip clearance between parked aircraft and aircraft on the taxilane south of the apron. Because the apron already has a wide unpaved shoulder, additional embankment is not needed to accomplish the 60-foot widening to the south. Instead, the existing shoulder will be reconstructed and paved to accommodate airplane loads. The taxiway centerline will be moved 20 feet south, and the existing edge lights will be relocated.

Barrow Maintenance Facility and North Apron Expansion

Figure 1 shows the location and vicinity of the project. Construction is anticipated to begin in the late summer of 2015.

Material Site

The existing Barrow Airport Material Site contains the gravel necessary for this project and will be made available for the contractor's use (Figure 6). In order to extract the needed amount of gravel for this project, the material site will need to be expanded to the north and east by approximately 15 acres.

Permits or Approvals

- US Army Corps of Engineers Section 404/Alaska Department of Environmental Conservation (ADEC) 401
- ADEC Construction General Permit (obtained by construction contractor)
- Alaska Department of Natural Resources Temporary Water Use Permit (obtained by construction contractor)
- North Slope Borough (NSB) Permit Application for the City of Barrow
- NSB Traditional Land Use Inventory Clearance
- US Fish and Wildlife Service Section 7 consultation
- State Historic Preservation Office Section 106 Clearance
- Alaska Department of Natural Resources Material Site Reclamation Plan (obtained by construction contractor)
- FAA Notice of Proposed Construction or Alteration Form 7460-1

Wetland Impacts

Approximately 32.15 acres of wetlands would be affected by the project (Figures 2-4 and Table 1).

Barrow Maintenance Facility and North Apron Expansion

Table 1: Wetlands Impacts – Proposed Action

Location	NWI Code	Functional Class	Category	Area of Impact (ac)
Access Rd	PEM1F	Deep Polygon Complex	I	3.77
	PEM1/SS1B	Patterned Saturated Sedge-Shrub Tundra	III	0.69
	PEM1B	Patterned Saturated Sedge-Shrub Tundra	III	0.74
M&O Pad	PEM1F	Deep Polygon Complex	I	3.69
	PEM1E	Patterned Seasonally Flooded/Saturated Sedge-Shrub Tundra	II	3.05
	PEM1B	Patterned Saturated Sedge-Shrub Tundra	III	0.89
	Us	Uplands	Not Applicable	0.04
North Apron	PEM2Hh	Flooded Graminoid Marsh	I	0.13
	PEM1/SS1B	Patterned Saturated Sedge-Shrub Tundra	III	2.84
Runway Access	PEM2Hh	Flooded Graminoid Marsh	I	0.05
	PEM1F	Deep Polygon Complex	I	0.47
	PEM1E	Patterned Seasonally Flooded/Saturated Sedge-Shrub Tundra	II	0.49
Material Site Expansion	PEM2Hh	Flooded Graminoid Marsh	I	1.19
	PUBHh	Permanently Flooded Ponds	I	0.47
	PEM1/SS1B	Patterned Saturated Sedge-Shrub Tundra	III	0.31
	PEM1Bh	Impounded Disturbed Wetlands	III	4.20
	PEM1Eh	Impounded Disturbed Wetlands	III	8.96
	PEM1Fh	Impounded Disturbed Wetlands	III	0.22
	Us	Uplands	Not Applicable	0.81
			I	9.77
			II	3.54
			III	18.84
			Total	32.15

Note: A uniform 10-foot buffer around the perimeter of the constructed embankments was included in the calculations as a storm water vegetative buffer to account for temporary impacts that may result from sedimentation at the toe of the embankment.

Table 2: Fill Quantities by Project Area

Location	Fill (cy)
Access Rd	25,470
M&O Pad	82,860
North Apron	24,145
Runway Access	6,060
Material Site Expansion	198,535

Note: The Material Site Expansion fill values include the 138,535cy of material to be used as embankment fill for the Access Rd, M&O Pad, Runway Access Rd, and North Apron Expansion as well as 60,000cy of anticipated unusable fill material.

Avoidance of Impacts

Nearly a third of the airport property is developed or disturbed with the rest of the property characterized as wetlands or open water. All developed areas are fully utilized. The needed facilities are not able to be constructed without placement of embankments on wetlands. Avoidance of impacts is not possible.

Barrow Maintenance Facility and North Apron Expansion

Minimization of Impacts

Another component of the proposed project includes widening the existing apron to allow for sufficient wingtip clearance. Several alternatives were proposed but the selected alternative was chosen in part due to the fact that no additional wetland fill would be required. The proposed alternative would reconstruct the existing shoulder rather than utilize additional embankment.

Wherever possible, impact was minimized by the project design. Design changes between the master plan to the present have reduced the project footprint by 2.5 acres.

Appropriate BMPs will be utilized during construction to ensure that fill does not extend beyond the boundaries of the permit and to prevent sediment laden water from leaving the project area.

Compensation

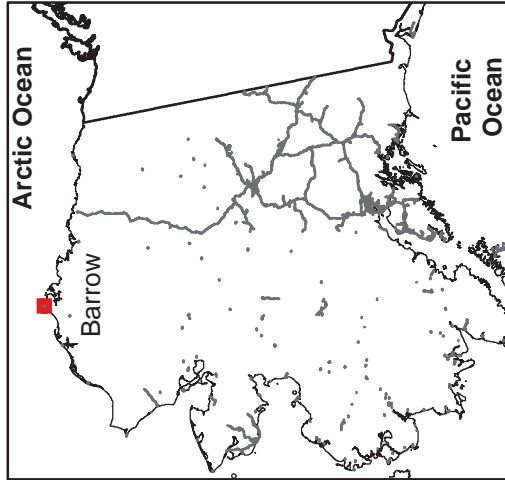
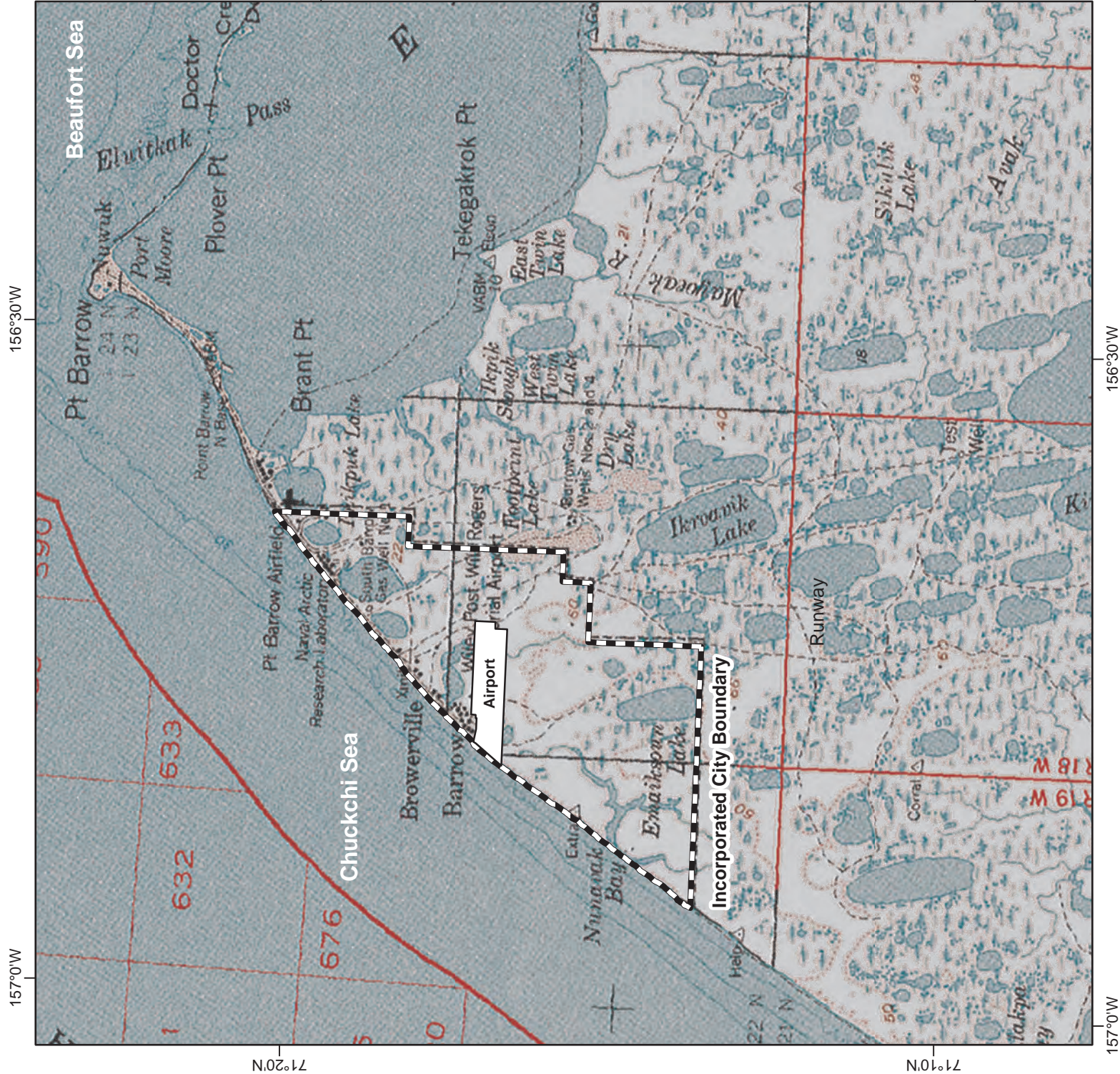
The preferred mitigation option is to support work by Ukpeagvik Inupiat Corporation (UIC) to develop a mitigation bank in the Barrow area. UIC has selected 3,000 acres within the Barrow Environmental Observatory (BEO) which includes important Steller's eider (*Polysticta stelleri*) nesting habitat and Spectacled eider (*Somateria fischeri*) breeding habitat. Both species are listed as Threatened under the Endangered Species Act and are State of Alaska species of special concern. This parcel is highly susceptible to development in the future as Barrow grows. As compensatory mitigation for this project, DOT&PF proposes to pay for the completion of an Aquatic Site Assessment of this area by a qualified consultant. An Aquatic Site Assessment is required in order for UIC to submit a prospectus to the Corps of Engineers for the development of a wetlands mitigation bank. To set aside these 3,000 acres of prime eider habitat would guarantee that vital nesting areas are protected and the establishment of a mitigation bank near Barrow would allow the City and Village of Barrow to grow and develop while ensuring that important local resources are preserved. DOT&PFs involvement to help facilitate development of this mitigation bank through financial and administrative support is a substantial step forward.

Other options which were considered include:

- Removing power lines along Cakeatter Rd which will reduce Spectacled Eider mortality.
- Setting aside land within the airport boundary adjacent to Isatkoak Lagoon for conservations. This land would then be off limits to development. Thereby serving as protection of the lagoon for water quality benefits. DOT&PF is evaluating this option with the FAA.
- Purchasing additional land along the eastern portion of the airport property for the same purposes as stated above. This area is important eider use area and is listed for potential future development by the City of Barrow.
- Fund other initiatives identified by the community that would result in an improvement to water quality. These may include:
 - Building a boardwalk around portions of the lagoon to prevent off road vehicle traffic and degradation of the tundra.

Barrow Maintenance Facility and North Apron Expansion

- Restoration of areas where degradation has occurred such as the culvert between the airport and the lagoon or areas around the snow fence to the northeast of the airport.



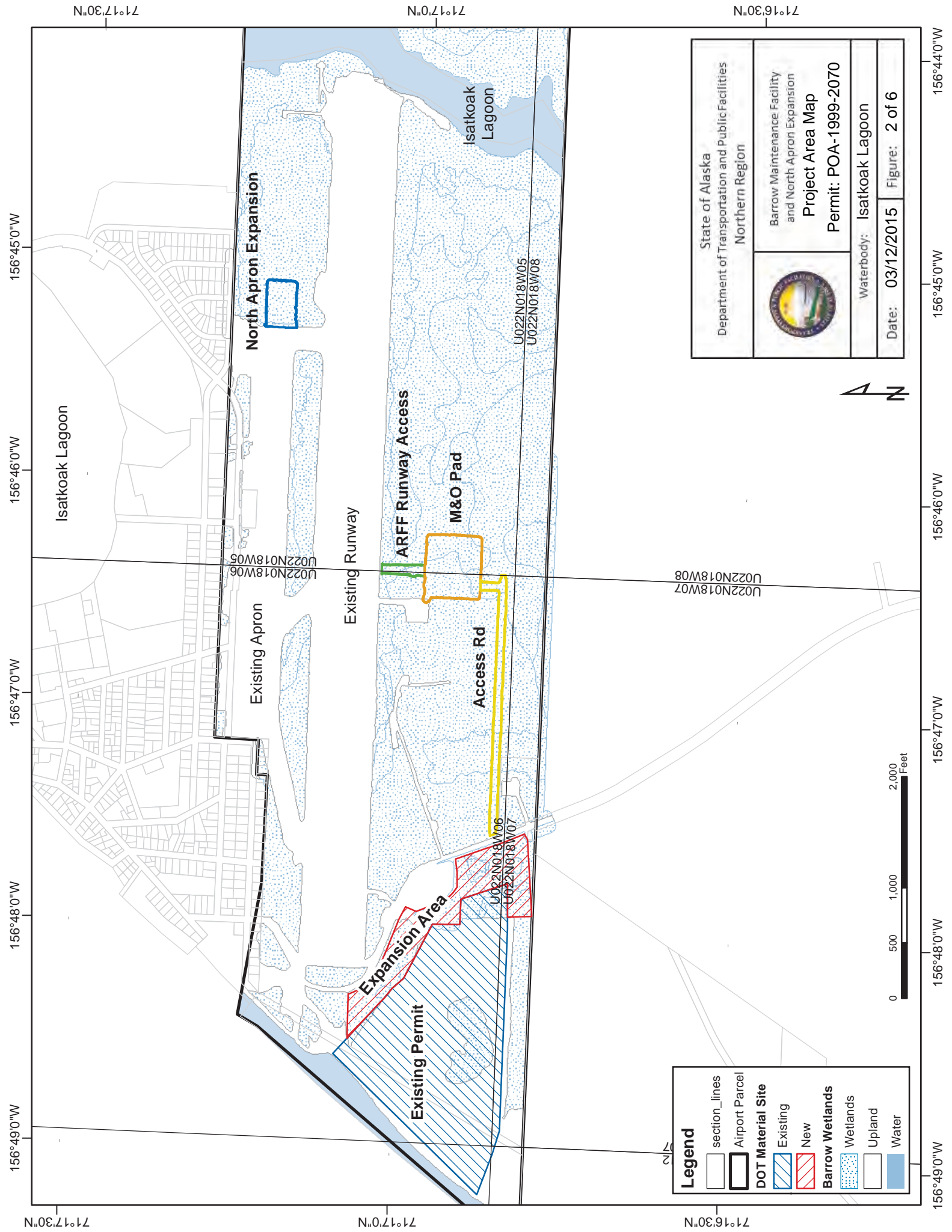
Legend

-  Barrow Airport
-  Incorporated City Boundary



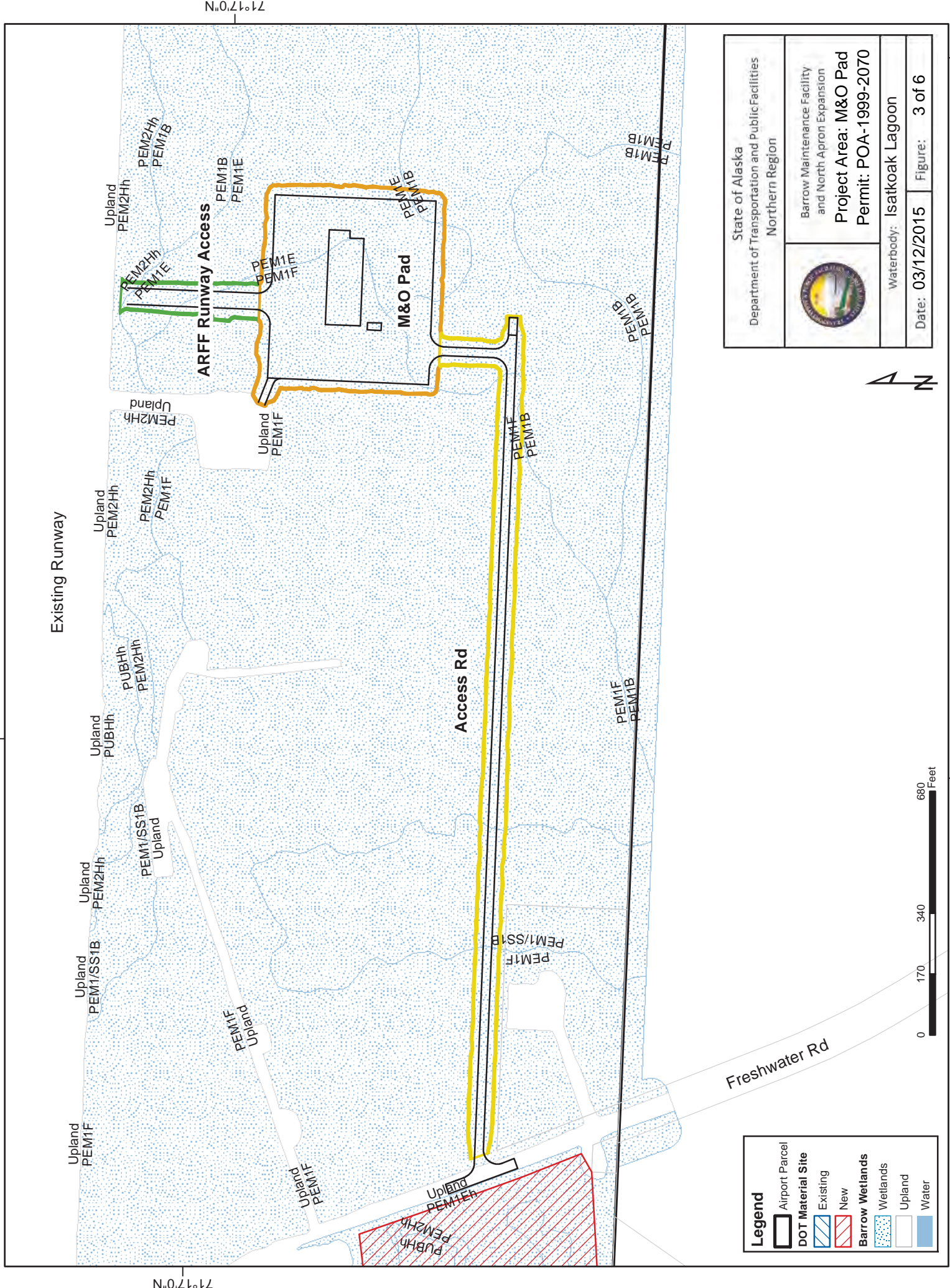
Location
 Section: 4-8
 Township: 22N
 Range: 18W
 Meridian: Umiat

	State of Alaska Department of Transportation and Public Facilities Northern Region	
	Barrow Maintenance Facility and North Apron Expansion Location and Vicinity Map Permit: POA-1999-2070	Waterbody: Isatkoak Lagoon
Date: 03/16/2015	Figure: 1 of 6	



156°47'0"W

156°47'0"W



Legend

- Airport Parcel
- DOT Material Site
 - Existing
 - New
- Barrow Wetlands
 - Wetlands
 - Upland
 - Water

State of Alaska
Department of Transportation and Public Facilities
Northern Region

Barrow Maintenance Facility
and North Apron Expansion
Project Area: M&O Pad
Permit: POA-1999-2070

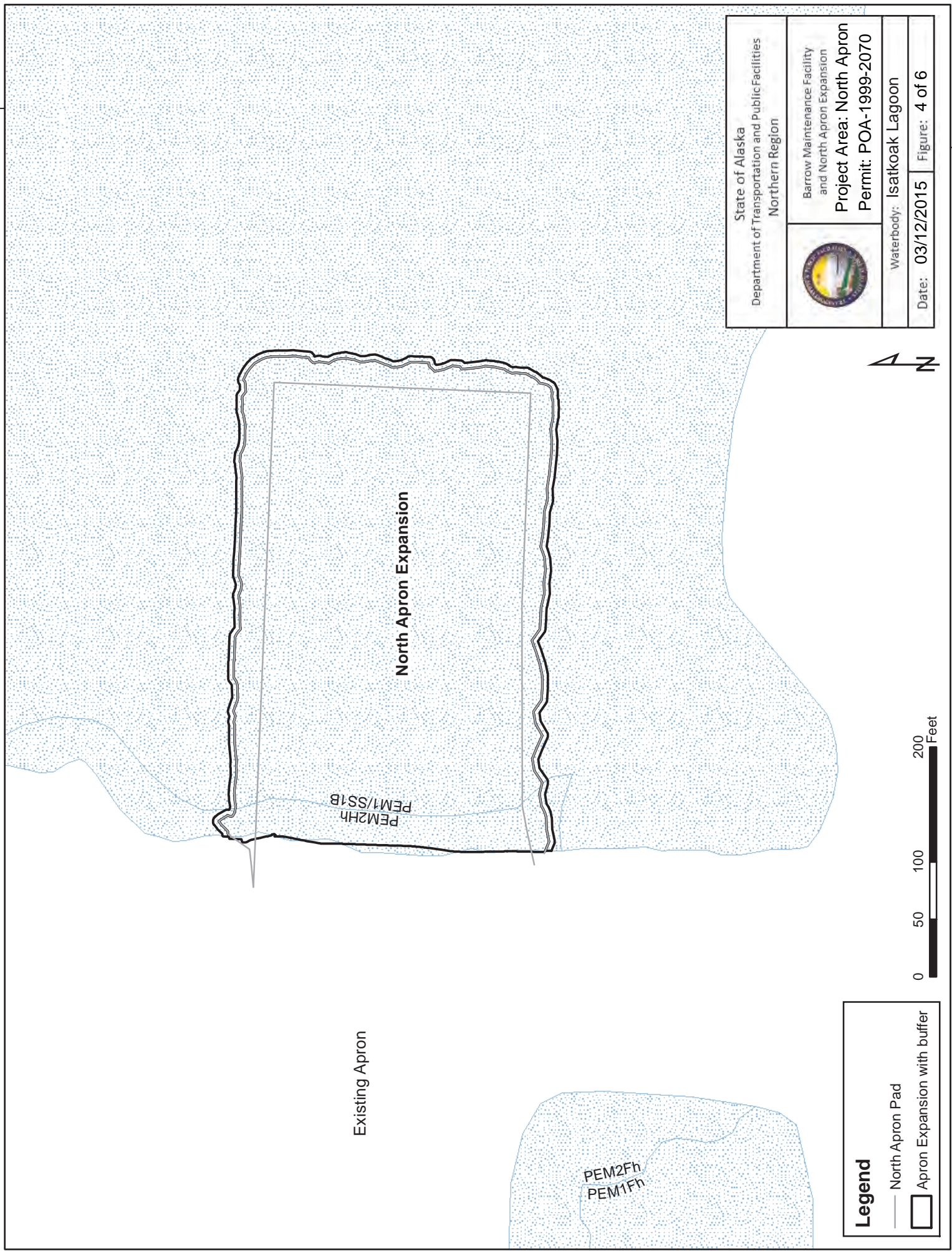
Waterbody: Isatkoak Lagoon

Date: 03/12/2015 Figure: 3 of 6

156°47'0"W

156°46'0"W

156°45'0"W



Existing Apron

North Apron Expansion

PEM2Hh
PEM1/SS1B

PEM2Fh
PEM1Fh

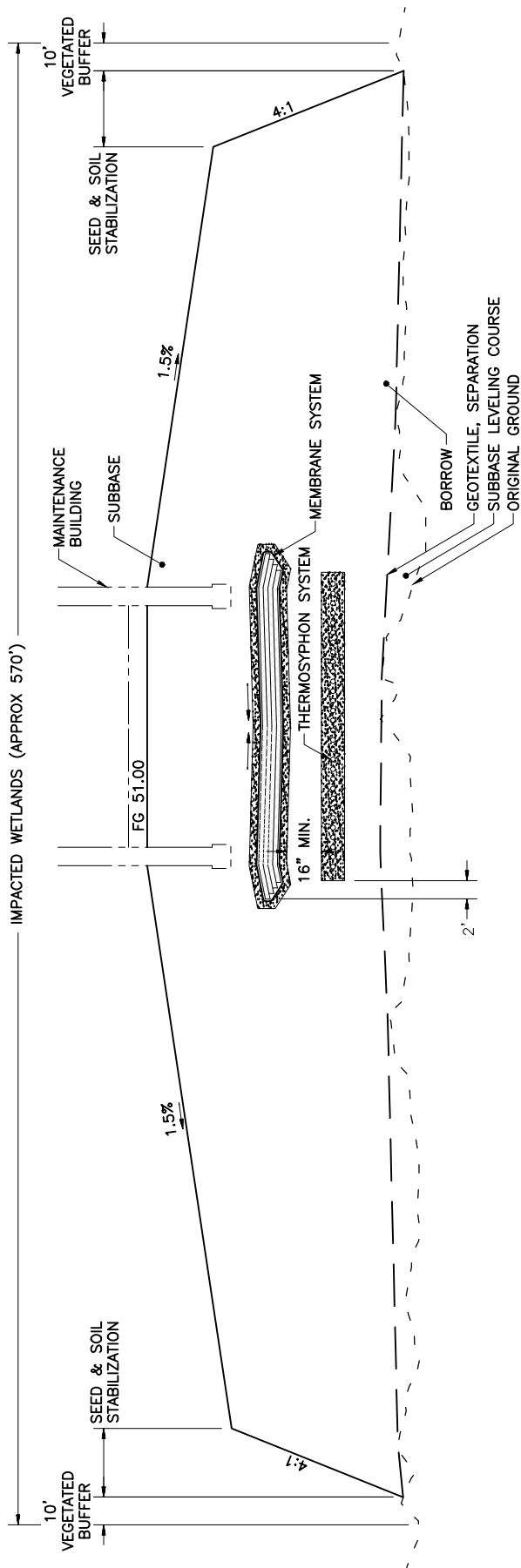
Legend

- North Apron Pad
- Apron Expansion with buffer

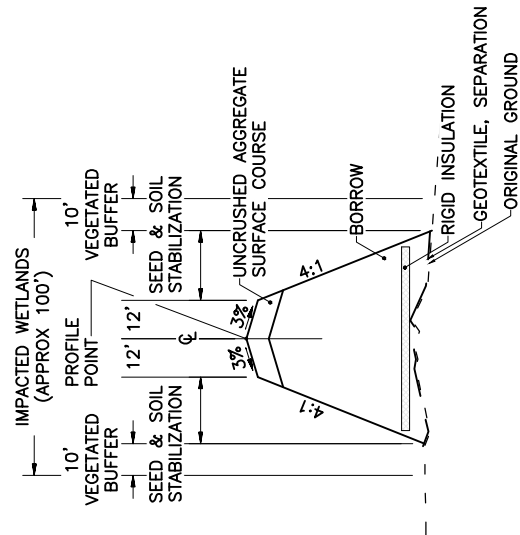


State of Alaska Department of Transportation and Public Facilities Northern Region	
	Barrow Maintenance Facility and North Apron Expansion Project Area: North Apron Permit: POA-1999-2070
Waterbody: Isatkoak Lagoon	
Date: 03/12/2015	Figure: 4 of 6

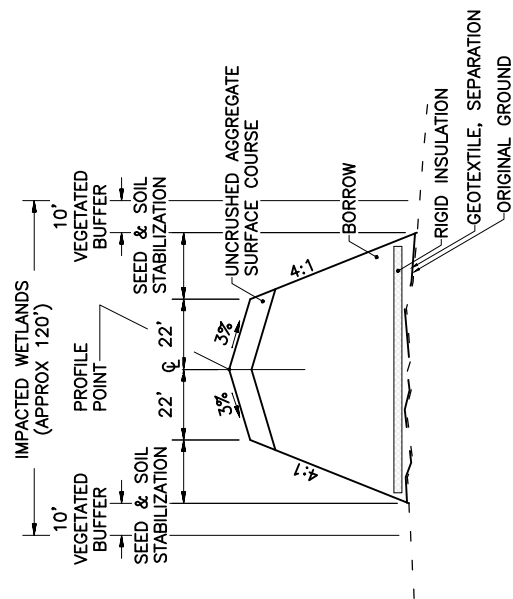
156°45'0"W




M&O PAD-TYPICAL SECTION

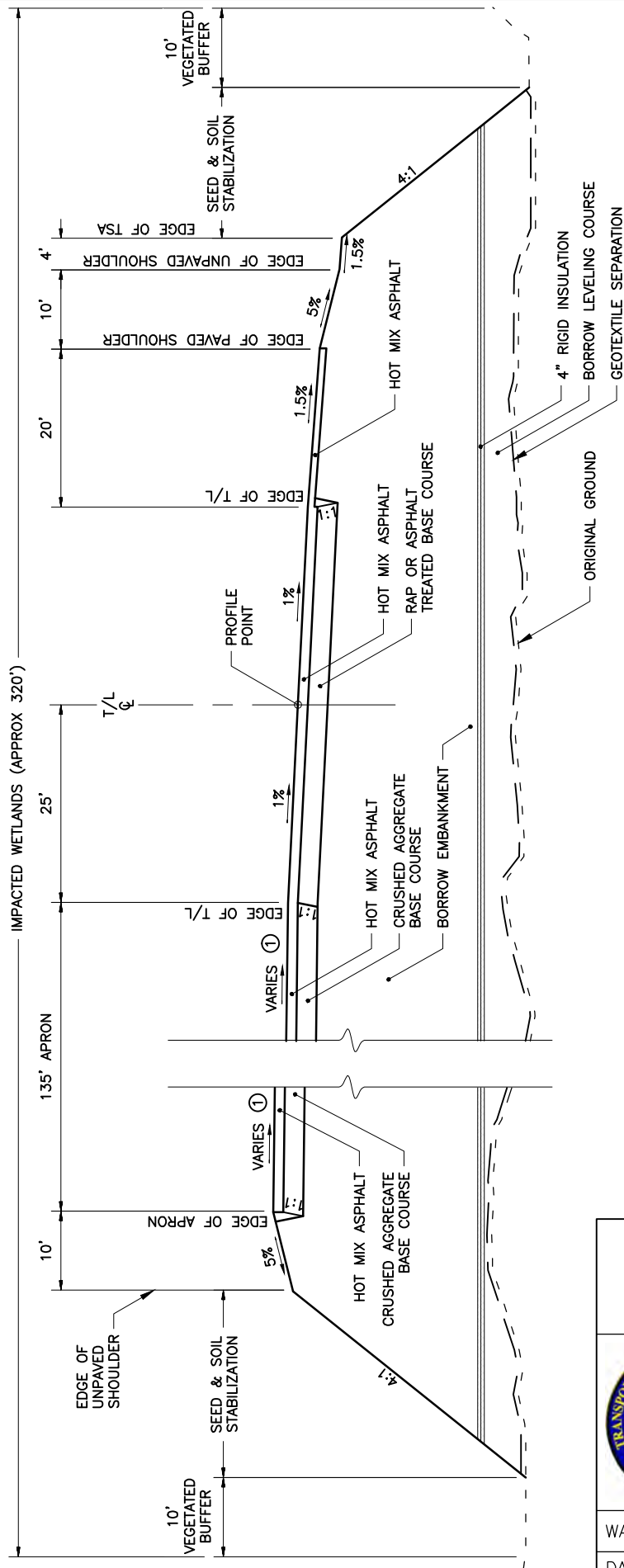


ACCESS ROAD-TYPICAL SECTION




**ARFF RUNWAY ACCESS
TYPICAL SECTION**

STATE OF ALASKA Department of Transportation and Public Facilities NORTHERN REGION		
	Barrow Maintenance Facility and North Apron Expansion Environmental Assessment Typical Sections: M&O Pad, Access Road, & Runway Access	
WATERBODY: Barrow, Alaska		
DATE:	03/30/2015	FIGURE: 4 of 10



NORTH APRON EXPANSION TYPICAL SECTION

<div>STATE OF ALASKA</div> <div>Department of Transportation and Public Facilities</div> <div>NORTHERN REGION</div>		
	<div>Barrow Maintenance Facility and North Apron Expansion</div> <div>Environmental Assessment</div> <div>Typical Sections: M&O Pad, Access Road, & Runway Access</div>	
<div>WATERBODY:</div> <div>Barrow, Alaska</div>		
<div>DATE:</div> <div>03/30/2015</div>	<div>FIGURE:</div> <div>5 of 10</div>	



U.S. Department
of Transportation

**Federal Aviation
Administration**

January 28, 2015

TO:
State of Alaska, DOT&PF
Attn: Christopher Johnston
2301 Peger Road
Fairbanks, AK 99709
chris.johnston@alaska.gov

Eric L Marcellus
222 West 7th Ave. Box 14
Anchorage, AK 99513-7587

RE: *(See attached Table 1 for referenced case(s))*
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2014-AAL-224-NRA		BARROW, AK	71-16-57.19N	156-46-16.50W	38	80

Description: Proposed new gravel pad, access road, and ARFF/SREB building. Coordinates are for Northeast corner of structure. Structure height includes 10' high gravel pad. See attached sketch for additional details. Request review of this preliminary design for conflicts with FAA facilities.

We do not object to the construction described in this proposal provided:

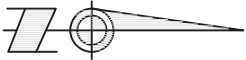
You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

If you have any questions concerning this determination contact Eric L. Marcellus (907) 271-5025
Eric.L.Marcellus@faa.gov.

Eric L. Marcellus
Specialist



Preliminary design concept for Barrow M&O Facility, subject to changes during design process

- Building is 258' (front) by 100'. Located 850' south of centerline.
- See page 2 for building coordinates.
- Building height is aprox 28' on a 10' gravel pad. Approximate top elevation at 80'

Proposes new Building on new gravel pad

REVISIONS		
No.	DATE	DESCRIPTION

SHEET TITLE :	
Access Roads with Single Building Layout	
CONCEPTUAL DESIGN	

PROJECT :	
BARROW AIRPORT MAINTENA FACILITY	
BARROW, ALASKA	



C1.1

DESIGN	MAK
DRAWN	MAK
CHECKED	
DATE	07/7/2014
STATE PROJECT No. 62378	
SHEET NUMBER	

Point Number	Point Elevation	Grid Northing	Grid Easting	Raw Description	Longitude	Latitude
1	80.000'	6320236.5366'	1784579.5790'	BLDG CORNER	W156° 46' 24.39"	N071° 16' 57.19"
2	80.000'	6320241.9073'	1784837.0030'	BLDG CORNER	W156° 46' 16.50"	N071° 16' 57.19"





Notice of Proposed Construction or Alteration - On Airport

Project: Stat-236767721-14**Sponsor:** Christopher Johnston

Details for Case

[Show Project Summary](#)
[Add New Case On Airport - Desk Reference Guide V_2014.4.0](#)

Sponsor (person, company, etc. proposing this action)							
Sponsor: State of Alaska, DOT&PF							
Construction / Alteration Information			Case Information				
Notice Of:	Construction		ASN:	2014-AAL-224-NRA			
Duration:	Permanent		Component Type:	BUILDINGS			
if Temporary :	Months:	Days:	Development Type:	BUILDINGS - Construction			
Work Schedule - Start:			Other Desc:				
Work Schedule - End:			Prior Study:				
			Date Determined:				
			Letters:	None			
			Documents:	12/11/2014 Barrow building f...			
			Project Documents: None				
Structure Details			Common Frequency Bands				
Nearest State:	AK		Low Freq	High Freq	Freq Unit	ERP	ERP Unit
Loc ID:	BRW						
Airport:	WILEY POST-WILL ROGERS MEMORIAL						
City:	BARROW						
Latitude:	71-16-57.19 N						
Longitude:	156-46-16.5 W						
Horizontal Datum:	NAD83						
Site Elevation (SE):	42 (nearest foot)						
Structure Height (AGL):	38 (nearest foot)						
Describe/Remarks							
Proposed new gravel pad, access road, and ARFF/SREB building. Coordinates are for Northeast corner of structure. Structure height includes 10' high gravel pad. See attached sketch for additional details.							
Request review of this preliminary design for conflicts with FAA facilities.							
			Specific Frequencies				

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APPENDIX D

Scoping and Agency Coordination

Barrow Maintenance Facility & Airport Improvements



AKSAS Project No. 62378

The Alaska Department of Transportation and Public Facilities (ADOT&PF) invites you to a public meeting on a proposed Maintenance and Operations (M&O) Combined Facility and Improvements at the Barrow Airport outlined in the recently completed Barrow Airport Master Plan. The new combined maintenance facility will be located on the south side of the airport. The facility will include an Aircraft Rescue and Firefighting facility, Snow Removal Equipment Building, heated sand storage, deicing chemical storage, dispensing vehicle and other associated chemical handling equipment, and living quarters for ADOT&PF airport personnel. The M&O facility will be placed on a gravel pad connected with a two-lane access road to be constructed with this project.

The North Apron Expansion includes extending the north apron to the south; this generally occurs on the existing apron embankment, but moves the taxiway centerline south 20 feet to allow clearance for aircraft to pass while Jets are parked on the apron. Additionally the north apron will be extended to the east by approximately 400 feet. Both projects will be funded by the Federal Aviation Administration and State of Alaska.



For more information contact:

Anne Brooks
Public Involvement Specialist
Toll free: 1-866-535-1877
E-mail: comments.brooksalaska@gmail.com

PUBLIC MEETING

WHEN: **Thursday**
January 15, 2015
5-7 pm

*Team presentation
begins at 6 pm*

WHERE: North Slope Borough
Assembly Chambers
1274 Agvik Street, Barrow

Refreshments will be provided.

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml.

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508

**Barrow Maintenance
Facility & Airport
Improvements**

Public Meeting
Thurs., January 15, 2015

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ANCHORAGE, AK

Barrow Maintenance Facility & Airport Improvements

AKSAS Project Nos. 61435, 61706, and 62378

Project Description

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct additional apron space and Maintenance and Operations (M&O) infrastructure at the Wiley Post/Will Rogers Memorial Airport in Barrow, Alaska.

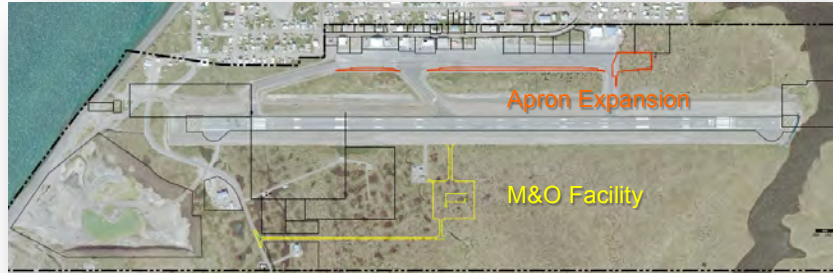


Figure 1 Proposed Action Detail

The proposed action is shown in Figure 2 (see back page). The project consists of:

- Extend the north airport apron to the south (apron expansion is necessary due to safety concerns, FAA standards and space issues).
- Extend the north airport apron to the east.
- Construct a gravel pad for a new M&O combined facility on the south side of the runway. This pad size was determined by design engineers to be optimal for M&O's sand storage and connex storage needs, equipment mobility, and building footprint.
- Construct new M&O combined facility including:
 - An Aircraft Rescue and Firefighting (ARFF) facility.
 - Snow Removal Equipment Building (SREB).
 - A heated sand storage facility.
 - Deicing chemical storage facility capable of accommodating a 1500-gallon chemical storage tank, dispensing vehicle, and other associated chemical handling equipment.
 - Living quarters for ADOT&PF airport personnel.
 - Security fence separating secure and non-secure areas as needed to meet Transportation Safety Administration (TSA) requirements.
- Construct a new two-lane access road connecting the new M&O facility pad to the existing road system.
- Adequate material for these projects is available in the existing material site within Airport property.

Public comment and input will be accepted and considered throughout the planning process.

Project Schedule

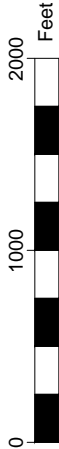
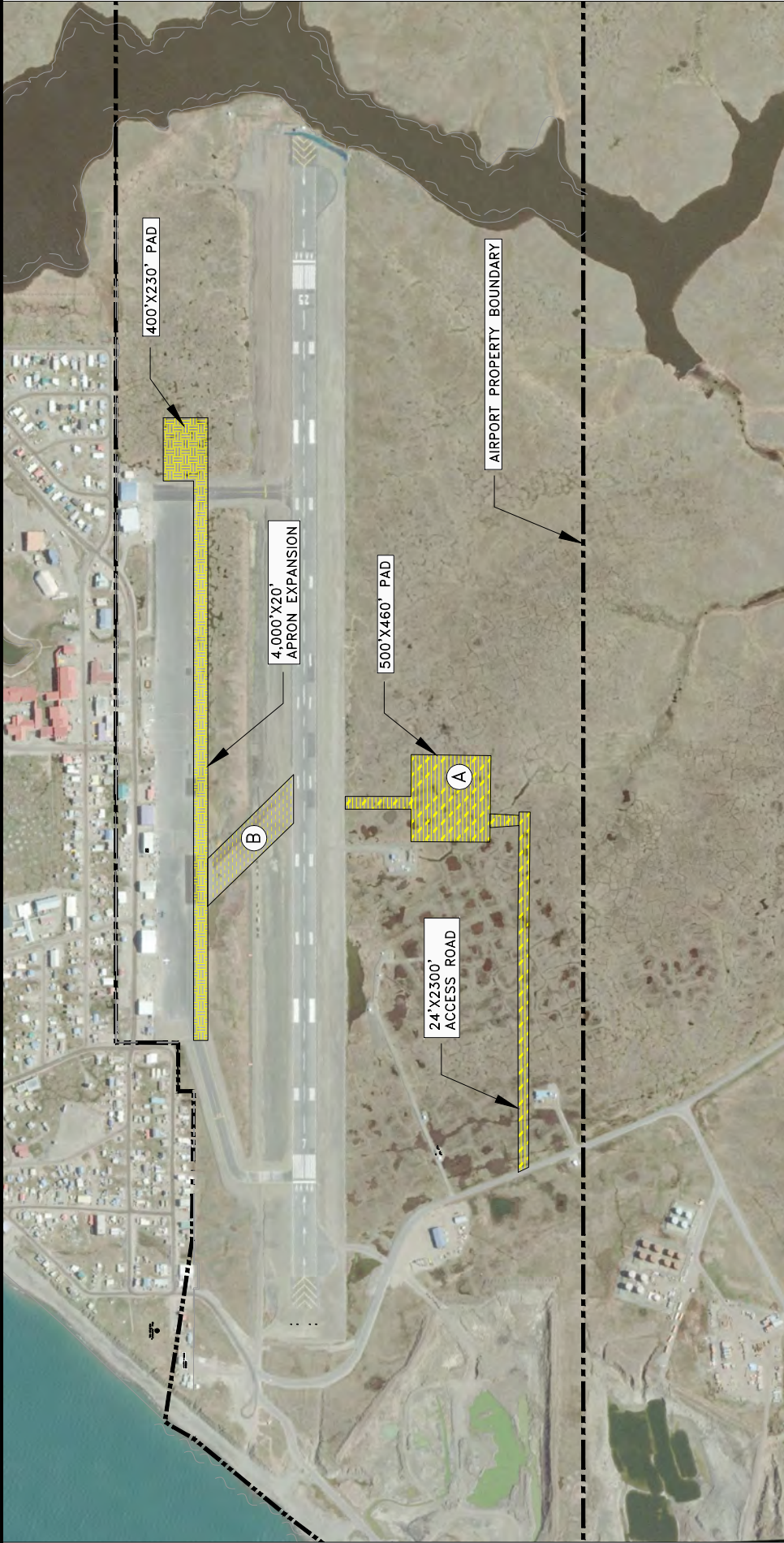
The following table shows team work products and schedule.

Deliverable	Schedule	Status
Environmental Field Work	August 2014	Complete
Design Surveying / Field Investigations	August 2014	Complete
Concept Design (5%)	October 2014	Complete
Preliminary Plans-in-Hand Review	March 2015	On schedule
Draft Environmental Document	May 2015	On schedule
Final Plans, Specifications, & Estimates Submittal (100%)	July 2015	On schedule

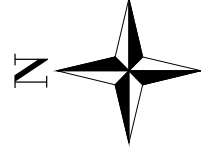
For more information contact:

Anne Brooks, P.E.
 Public Involvement Coordinator
 Brooks & Associates
 Tel: (907) 272-1877
 E-mail: anne.brooks@alaska.gov

Christopher Johnston, P.E.
 Engineering Manager
 ADOT&PF Northern Region
 Tel: (907) 451-2322
 E-mail: chris.johnston@alaska.gov



GRAPHIC SCALE



NOTES:

1. THIS REPRESENTS REFINEMENT OF THE DESIGN FROM THE 10/29/2014 SCOPING LETTER.
2. DIMENSIONS SHOWN ARE APPROXIMATE AND WILL BE REFINED THROUGH THE ENVIRONMENTAL AND DESIGN PROCESS.

LEGEND

- MAINTENANCE & OPERATIONS COMBINED FACILITY
- APRON EXPANSION
- (A) APPROXIMATE LOCATION OF 500'X460' PAD AND 44'X450' RUNWAY ACCESS ROAD FOR PROPOSED M&O FACILITY.
- (B) REMOVE TAXIWAY B UNDER APRON EXPANSION PROJECT.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION

WILEY POST/WILL ROGERS MEMORIAL AIRPORT
(BARROW AIRPORT)
APRON EXPANSION AND MAINTENANCE &
OPERATIONS COMBINED FACILITY

AKSAS Project No: 61435, 61706, 62378

Date: DECEMBER 2014

FIGURE

1



Barrow Maintenance Facility & Airport Improvements

MEETING NOTES

SUBJECT:	Barrow Maintenance Facility & Airport Improvements
PROJECT NO.:	ADOT&PF Project No. 62378
GROUP:	Public and Agency Stakeholders
DATE:	Thursday, January 15, 2015
TIME:	2 to 3 p.m. for local government and user stakeholders 5 to 7 p.m. for public stakeholders
LOCATION:	North Slope Borough Assembly Chambers
MEETING OUTREACH:	See Table 1. Meeting Outreach
MEETING ATTENDANCE:	31 people signed in
MEETING MATERIALS:	Aerial photo with concepts, comment sheets, fact sheet, sign-in sheet, slideshow presentation, NEPA process summary
STAFF PRESENT:	<i>ADOT&PF:</i> Al Beck, Cristina DeMattio, Owen Coskey, Alexa Greene, Paul Karczmarczyk, Jeff Russell <i>PDC Engineers:</i> Royce Conlon, Erica Betts <i>Brooks & Associates:</i> Camden Yehle <i>UMIAQ:</i> Terri Mitchell, Emily Smyth

MEETING INFORMATION:

Attendees were greeted at the door, asked to sign-in, and briefed on the meeting format. Two meetings were held, one meeting in the afternoon for local government and user stakeholders and one in the evening for public stakeholders. Alaska Department of Transportation and Public Facilities (ADOT&PF) project team and the consultant project team led by PDC Engineering, Inc., were present at both meetings (see list above). At each meeting Al Beck (ADOT&PF) introduced the project and the project team and Royce Conlon (PDC) made the technical presentation. Questions were answered as they arose.

The following comments, questions and the team's responses were captured by the project team at the meeting and are sorted by topic in alphabetical order. The comments and questions are in regular type, with the team responses in *italics*.

Ahkovak Street:

- A discussion about a low spot in Ahkovak Street and flooding caused by snow berms from the airport resulted in a brief description of the Ahkovak Street Rehabilitation project.

Aviation forecast:

- A commenter asked a question about how much more traffic is expected at the airport. *Al Beck (ADOT&PF) responded that it will depend on community growth and industrial development and is difficult to predict, especially with current oil prices. It was also*

clarified that the proposed North Apron expansion and the maintenance and operations facility relocation are based on current demand and not dependent upon future increase in aviation activity.

Bid process:

- Two attendees asked if the project would be one bid package. *Al Beck (ADOT&PF) answered that it would likely be split into three parts, one for the apron, one for the maintenance and operations (M&O) building foundation, and one for the M&O building.*

Erosion:

- An attendee expressed concerns about infrastructure investments to the west and south of the airport because of the threat of erosion. *The team acknowledged the comment, but did not provide a response at the meeting. Follow up note: At this time erosion does not appear to be a threat to the airport or access road and is not being considered in these airport improvements.*

Fencing:

- An attendee asked if fencing is part of the project. *Al Beck (ADOT&PF) responded that there would be an access control fence for the M&O facility. Full fencing for wildlife mitigation on the runway is planned for the future, but it will not reduce or improve public travel around the west end of the airport.*

Lease lots:

- One attendee asked what the black square in the planned improvements graphic is near the proposed apron extension. *Royce Conlon (PDC) showed that it was an available lease lot. Al Beck (DOT&PF) added that FAA money couldn't be used to develop lease lots.*
- A question was asked what would happen if the U.S. Coast Guard (USCG) developed their own facilities. *Royce Conlon (PDC) responded that if they were to decide to set up permanent facilities they would be responsible for the cost of those facilities. Currently the Master Plan identifies an area for a special use reserve, an intent of that area is for USCG and/or Military such as the National Guard.*

Maintenance and Operations (M&O) Facility:

- Lars Nelson (Ukpeagvik Inupiat Corporation [UIC] Land Director) requested clarification on the access road location because his understanding was that UIC preferred the road to be on the property boundary. *Royce Conlon (PDC) responded that she had been informed that UIC would like to have their access road on their property so they can develop both sides of the road. Owen Coskey (ADOT&PF) added that FAA funding would not be able to be used for a joint use road.*
- Bob Mercier (North Slope Borough Search and Rescue) mentioned that he had been told that occupancy is not allowed on airport property, but this project is planning to include living quarters for search and rescue personnel. *Jeff Russell (ADOT&PF) explained that the FAA only allows airport specific search and rescue to have living quarters on airport property.*

- Several people asked what would happen to the existing maintenance and operations building because it is limiting expansion of the Alaska Airlines terminal. *Royce Conlon (PDC) responded that the building could be decommissioned once all equipment and personnel are switched over to the new building. It would be decided at the time if it would be demolished or sold at fair market value. She added that as the improvements outlined in the master plan are executed, the building restriction line (BRL) can move south, effectively making existing lease lots larger and allow for building expansion.*
- One attendee was concerned about corrosion of the deicing chemical storage tanks. *Jeff Russell (ADOT&PF) stated that a non-corrosive deicing chemical would be used and stored inside the M&O building in modern corrosion-resistant tanks. Only about 200 gallons of the chemical solution are used per year. Jeff added that he tested runoff from the runway and there was an insignificant amount of deicing chemicals.*
- A question was asked whether an expansion of the existing road to the backup power plant and could be used as the runway access road for the M&O facility. *Royce Conlon (PDC) explained there were two reasons that the existing road is not ideal for the main runway access. One reason was that the existing road is narrow and curves around existing buildings, which would reduce the response time of emergency personnel from the M&O building in the case of an emergency. The other reason was that buildings other than the emergency power generation building (allowed because of its function) need to be a least 850 feet away from the runway.*

Material sites:

- One person asked if the project would use up the remainder of the ADOT&PF material site. *Royce Conlon (PDC) responded that estimates show the project would use about half of the remaining material.*
- One person expressed concerns about vibrations from blasting during material extraction and construction affecting community structures and infrastructure. He requested notice of when blasting would occur. *The team acknowledged the comment.*
- A question was asked if ADOT&PF is investigating other material sites. *Royce Conlon (PDC) responded that they are looking at three other material sites south and east of Barrow. Lars Nelson (UIC) added that the UIC gravel site is between sites B and C as shown on the graphics and that ADOT&PF was talking with UIC about use of this material source.*
- One person suggested grading the ADOT&PF gravel site as a bike park for kids. *Al Beck (ADOT&PF) acknowledged this was a good idea, but reiterated that FAA funds can only be used for aviation purposes. Royce added that land use within the approach surface of the airport could not be used for public gatherings do to safety concerns.*

Southside access:

- Lars Nelson (UIC) requested that ADOT&FP Look into creating a public right of way around the west end of the airport. *Royce Conlon (PDC) explained that is difficult to add other components, like creating a right of way easement, to an FAA funded project. Owen Coskey (ADOT&PF) asked what the name of the existing road is. Lars answered that it has no name but it connects to Freshwater Lake Road. Royce asked if the lack of*

right of way is currently limiting south side access. Lars responded that it is not, but feels that extension of utilities to the south side could be hindered without a dedicated right of way to put them in.

Utilities:

- A commenter asked how utilities would be brought to the south side of the airport to supply the new facility. Royce Conlon (PDC) responded that for now, *holding tanks are planned for water and sewage. Bringing natural gas to the south side of the airport is key to the affordability of operating the new M&O building. Natural gas would be used for heat and possibly power. The team is working with the Borough and BUEIC to find funding to run a gas line to the south side of the Barrow airport. An attendee added that the gas leaving the gas field has been cleaned and could be used.*

The following comment sheet was submitted after the meeting.

- Parking for AK air services [Alaska Airlines] is always the largest concern. The need for more space is evident everyday in every flight. Knock down and relocate your blue building across the street for parking purposes. The people moving in and out of the building are always in danger when crossing so many vehicles parked in front of the AK air building by running in confined spaces. That being said, children are most at risk of injury or worse because you cannot see them in between running vehicles. *DOT&PF recognizes the congestion and crowded nature of parking near the Alaska Airlines terminal, but cannot designate how leaseholders handle their lease holdings and operations. Any improvements would have to be addressed by Alaska Airlines, however this project does provide the opportunity for additional lease area on the airside for expansion should Alaska Airlines choose to do so.*

The following email comments were submitted near the date of the meeting. Any emphasis is the commenter's own.

- Good Morning,

I was hoping you could help me with some project information regarding the Maintenance and Operations Combined Facility and Improvements project. I was wondering if you knew of any budget information available for this and when its response due date is?

Thanks in advance for your help! *The project is in design phase. Watch the DOT&PF bid calendar at http://www.dot.state.ak.us/apps/contracts?ACTION=TENTAD®ION_CODE=N&esp=0 to watch for the project to come up on the Tentative Bid Calendar for Northern Region DOT.*

- I would hope that the Barrow Airport would have IMPROVED the baggage claim area first. When that facility was under construction the residents of Barrow were most concerned that our airport has NO CONVEYOR BELT and that we the residents have to work really hard in retrieving our luggage, basically doing the baggage claim jobs of your employees. *We understand that you are concerned about the baggage claim area of the Alaska Airlines terminal. Addressing this is outside of what the Barrow Maintenance Facility & Airport Improvements project can address because the Alaska*

Airlines terminal is a private leaseholder facility. Leaseholders control when and how to upgrade or enlarge facilities, if lease lot space is available.

- Good morning,

My coworker completed a form, but I don't think he submitted it, so it's attached.

My personal concern: DOT should not be focusing their attention on the apron. Their new M&O facility may serve a purpose to how many employees? 3? And none of them are actual residents of the North Slope?

There isn't adequate space for a passenger airport, either in the building or in the parking lot. I think it's selfish for the DOT to only focus on their needs in this expansion.

Thank you for your comments. I presumably you are referring to the Alaska Airlines facility in your concerns about space for the passenger terminal. Both the Alaska Airlines terminal and the parking closest to the terminal is on Alaska Airline's lease lot and any improvements there would have to be addressed by Alaska Airlines, what this project does is provide the opportunity for additional lease area on the airside for expansion should Alaska Airlines choose to do so.

To address your other questions, the purpose of the new M&O facility is to house airport crash, fire and rescue equipment and personnel, sand storage, deicing chemical storage, and other maintenance and operations equipment. The services this facility provides are necessary for the entire airport's operations.

I have forwarded your comments and those of your co-worker to the project team.

- My name is Ross Wilhelm, I work for UIC construction, one of their superintendents here locally, I had attended the presentation today on coming projected projects, I tried to get into the website this evening, the website that was giving to me appears to be wrong, the one I received was <http://dot.alaska.gov/nreg/barrowaip>, is this correct, if not what are the chances of you sending me the one I can access to. *The website is still under development. I'll be sure to send you an email when the site is up and running.*

Table 1. Meeting Outreach

Date	Outreach method	Description
12/24/2014	Letter mailed to official stakeholders	A letter was mailed to all governmental, tribal, and agency officials to invite them to the afternoon meeting
12/29/2014	Postcard mailer	Inviting the public to the meeting
1/1/2015	State of Alaska Online Notice	Inviting the public to the meeting
1/1/2015	Display advertising in <i>Arctic Sounder</i>	Inviting the public to the meeting
1/5/2015 1/14/2015	Constant Contact email and reminder	Provide email invitation to the meeting to project stakeholders
1/5/2015	Facebook ad campaign	Facebook ad campaign inviting people to the

		public meeting and referring them to the project website
1/5/2015	Facebook ad	Advertised the meeting to Facebook users in the Barrow area
1/6/2015	Public service announcement request sent to GCI, KBRW-FM, and KBRW-AM	Sent with request to broadcast announcement inviting public to meeting
1/13/2015	Fliers	Fliers with meeting information were hung around town, including at the Alaska Airlines terminal
1/15/2015	Twitter	Tweet on the ADOT&PF feed inviting people to the public meeting

Related documents on file:

- Aerial Graphics with Concepts
- Comment Sheet
- Display Advertising
- Fact Sheet
- Letter to agency stakeholders
- Mailing List
- NEPA process board
- Postcard Mailer
- Presentation
- Public Service Announcements
- Sign in Sheets



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Transportation
and Public Facilities

NORTHERN REGION
Design and Engineering Services
Preliminary Design and Environmental

2301 Peger Road
Fairbanks, Alaska 99709-5316
Main: 907-451-2237
TDD: 907-451-2363
Fax: 907-451-5126

October 29, 2014

Dear Agency Contact:

Re: Barrow Airport Apron Expansion Maintenance & Operations Combined Facility
Project No.: Federal Number Pending/61435, 61706, 62378
Subject: Request for Scoping Comments

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct additional apron space and Maintenance and Operations (M&O) infrastructure at the Wiley Post/Will Rogers Memorial Airport in Barrow, Alaska. The project area and associated material sites are located in United States Geological Survey Barrow Quadrangle (Figure 1).

- Airport Property: Umiat Meridian T22N, R18W, Sec 4-8
- Proposed material site A: Umiat Meridian T22N, R18W, Sec 4, 5, & 9
- Proposed material site B: Umiat Meridian, T22N, R18W, Sec 28-32
Also, Umiat Meridian T22N, R19W, Sec 25 & 26
- Proposed material site C: Umiat Meridian T21N, R17W, Sec 1,2,11-14
Also, Umiat Meridian T21N, R16W, Sec 7, 17-21, 28-29

We request your comment on the Proposed Action, particularly in regard to potential impacts to resources under your jurisdiction. The DOT&PF seeks to meet the requirements of The National Environmental Policy Act (NEPA) which requires an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed project. The enclosure summarizes preliminary research results for your review. Based on agency and public input, and additional engineering evaluations, DOT&PF's goal is to refine the project scope and identify issues of concern.

Purpose and Need

The recently completed the Barrow Airport Master Plan identified deficiencies in the existing airport infrastructure, as well as future needs. Increased enplanements are forecasted in the airport master plan. Additional enplanements would generate more apron congestion and increase maintenance needs which will accentuate the current deficiencies as well as require storage for additional maintenance equipment. The proposed work is identified in the master plan as needed near term improvements.

The apron and taxi lane on the north side of the runway in their current configuration do not provide sufficient wingtip clearance for two 737 aircraft to pass, causing restricted jet operations. The existing apron is congested during periods of heavy use, and does not have the frontage for additional lease lots needed to support future use.

The current Barrow Airport M&O building, built in 1992 and expanded in 1998, is undersized for the airport's current and anticipated needs. The building was not designed for the larger ARFF and snow removal equipment and material storage requirements now needed for this airport. The current location of the M&O facility on the airport apron is fully developed and space is not available to modify the existing facility to meet near term needs. Currently, there is no heated sand storage building and the sand that is used for the runway is stored outside in bags and rotated in and out of the heated Airport M&O Building. The airport does not have a facility to properly store the deicing chemical and associated equipment in accordance with recent EPA regulation changes. The existing ARFF/SREB facility does not have sufficient space to house all of the equipment necessary. The new facility on the south side of the runway would provide space for sand, deicing chemical, and equipment for near-term needs as well as space for future expansion.

Proposed Action

The proposed action is shown on attached Figure 2. The proposed work would include:

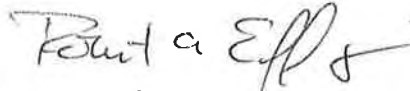
- Extend the north airport apron 60 feet to the south.
- Extend the north airport apron 400 feet to the east.
- Construct an approximately 400 foot by 500 foot gravel pad for a new M&O combined facility on the south side of the runway.
- Construct new M&O combined facility including: an Aircraft Rescue and Firefighting (ARFF) facility; Snow Removal Equipment Building (SREB); a heated sand storage facility; deicing chemical storage facility capable of accommodating a 1500 gallon chemical storage tank, dispensing vehicle, and other associated chemical handling equipment; and living quarters for DOT&PF airport personnel. These facilities may be combined as a single structure or constructed as multiple structures.
- Construct security fence separating secure and non-secure areas as needed to meet Transportation Safety Administration (TSA) requirements.
- Construct a new two-lane access road connecting the new M&O facility pad to the existing road system. Two alternative routes are being considered.

The proposed improvements may require the development of new material sites. The current Barrow Airport material site has been used for several decades and although it has usable material remaining, it may require supplementing from other material sites to meet the needs of the proposed improvements. The existing commercial material sources in Barrow are also limited in remaining material quantity and when airport needs are combined with other community development material needs, may not be sufficient. The exploration and development of new material sites will allow for pre-development scoping and permitting, while making available usable material from existing sites. Development of new material sites will also be vital for future and unforeseen gravel needs for both DOT&PF and the community of Barrow.

Construction is expected to begin in the summer of 2015.

Please return comments by November 30, 2014 to the address above or via email to owen.coskey@alaska.gov. If you have any questions please contact Christopher F. Johnston, P.E., Engineering Manager, at (907) 451-2322, or you can contact me directly by phone at (907) 451-2238.

Sincerely,


for Brett Nelson
Regional Environmental Manager

oac/jms

Enclosures: Appendix A – Preliminary Research Results
 Figure 1: Location & Vicinity Map
 Figure 2: Proposed Action
 Figure 3: Wetlands
 Figure 4: Eider Sightings

Distribution List: Arctic Slope Native Association, Ltd
 Arctic Slope Regional Corporation
 Inupiat Community of the Arctic Slope
 Native Village of Barrow Inupiat Traditional Government
 Ukpeagvik Inupiat Corporation
 City of Barrow
 North Slope Borough Planning Commission
 North Slope Borough Inupiat History, Language, and Culture Commission
 Alaska Department of Environmental Conservation
 Alaska Department of Fish and Game
 Alaska Department of Natural Resources State Historic Preservation Officer
 Federal Aviation Administration
 National Park Service
 Transportation Security Administration/Department of Homeland Security
 US Army Corps of Engineers
 US Department of Interior, Bureau of Land Management
 US Fish and Wildlife Service
 US Coast Guard

Appendix A - Preliminary Research Results

Essential Fish Habitat

A search of the Alaska Department of Fish and Game (ADF&G) online Anadromous Waters Catalog found one water body in the proposed project vicinity listed as anadromous waters. Ikroavik Lake is listed as Anadromous Waters and is within 2 miles of Proposed Material Sites A and B.

October 27, 2014- <http://www.adfg.alaska.gov/sf/SARR/AWC/index.cfm?ADFG=maps.interactive>

Hazardous Materials, Pollution Prevention, and Solid Waste

A search of the ADEC Contaminated Sites Databases found contaminant releases and spills near the project, but none within the potential area of disturbance for the proposed improvements.

October 27, 2014- http://www.dec.state.ak.us/spar/csp/db_search.htm

Historical, Architectural, Archeological, and Cultural Resources

A cultural resources survey was conducted by the Office of History and Archaeology. Seven AHRS sites were identified within the Airport Property Boundary, but only one is near the preliminary Area of Potential Effect. Section 106 Initiation and Consultation letters will be sent to the State Historic Preservation Office (SHPO) and consulting parties.

Parks, Refuges, and Critical Habitat Areas

A search of the ADF&G Department of Wildlife Conservation website revealed there are no state refuges, critical habitat areas, or sanctuaries in the proposed project vicinity-

October 27, 2014- <http://www.adfg.alaska.gov/index.cfm?adfg=protectedareas.locator>

Threatened and Endangered Species

A review of the US Fish and Wildlife Service (USFWS) Information, Planning, and Conservation System (IPaC) website (<http://eco.fws.gov/ipac/>) on October 28, 2014 did not identify any threatened or endangered species critical habitat located in the general vicinity of the project. However, the project is within an area containing ranges of species that should be considered in an effects analysis for the project. These species are the threatened polar bear (*Ursus maritimus*), Spectacled Eider (*Somateria fischeri*), and Steller's Eider (*Polysticta stelleri*). Eider surveys were completed for the years 2004-2008 as a part of the Barrow Airport Master Plan. No eider nests have been noted in the research area, but eider pairs had been observed during the survey

years. Figure 4 shows exact areas they were observed. Consultation will be conducted to confirm that no threatened and endangered species or critical habitat would be impacted by this project.

Water Quality

The ADEC has delineated a drinking water protection area for the Barrow Community which overlaps the project area. Community water comes from a lagoon situated east of airport property. A search of ADEC data revealed no impaired water bodies within the project area. Consultation will be conducted to confirm that there will be no impaired water bodies within the project area.

October 27, 2014- <http://dec.alaska.gov/das/GIS/apps.htm>

Wetlands

A search of the USFWS National Wetlands Inventory (NWI) mapper showed extensive wetlands in and around the project area. Wetlands are shown on the attached Figure 3, and the table below summarizes impacts for each project portion.

	Approximate Acres
Apron Expansion	7
M&O Facility Pad & Road	10
Material Site A	120
Material Site B	960
Material Site C	1700

October 27, 2014- <http://www.fws.gov/wetlands/data/mapper.HTML>

Wild and Scenic Rivers

A search of the Wild and Scenic Rivers database revealed there are no rivers classified as Wild and Scenic near the project area.

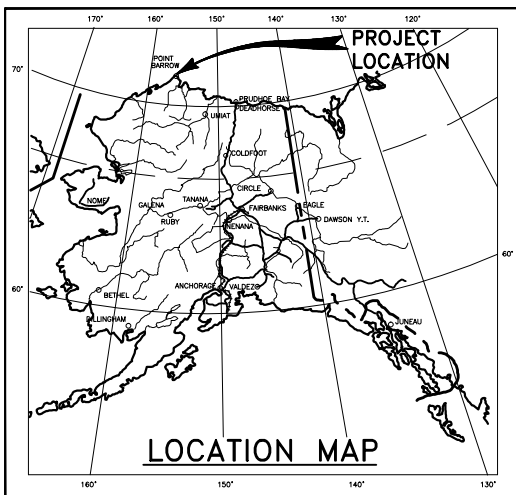
October 27, 2014- <http://www.rivers.gov/rivers/maps/alaska-150.pdf>

Wildlife

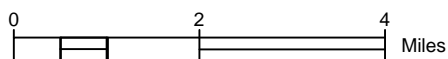
No wildlife impacts are anticipated.

Noise

A draft report done by HDR, Inc. recorded current noise levels at the proposed project location at an average of approximately 60 decibels of the period between September 2012 and January 2013. The highest daily noise levels recorded were at 74 decibels. Noise monitors near the Alaska Airlines facility recorded an average of approximately 75 decibels, with high daily sound levels up to 90 decibels.



VICINITY MAP



PROJECT SITE

Barrow Airport: Umiat Meridian T22N, R18W, Sec 4-8
 Material Site A: Umiat Meridian T22N, R18W, Sec 4, 5, 9
 Material Site B: Umiat Meridian T22N, R18W, Sec 28-32
 Umiat Meridian T22N, R19W, Sec 25 & 26
 Material Site C: Umiat Meridian T21N, R17W, Sec 1, 2, 11-14
 Umiat Meridian T21N, R16W, Sec 7, 17-21, 28-29

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION

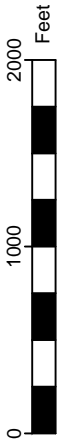
**WILEY POST/WILL ROGERS MEMORIAL AIRPORT
 (BARROW AIRPORT)
 Apron Expansion and Maintenance &
 Operations Combined Facility**

AKSAS Project No: 61435, 61706, 62378

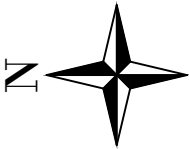
Date: October 2014

FIGURE

1



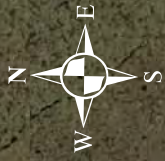
GRAPHIC SCALE



SITE PLAN

<p>LEGEND</p> <p> MAINTENANCE & OPERATIONS COMBINED FACILITY</p> <p> APRON EXPANSION</p> <p> APPROXIMATE LOCATION OF 500'X400' PAD AND 24'X450' RUNWAY ACCESS ROAD FOR PROPOSED M&O FACILITY.</p> <p> REMOVE TAXIWAY B UNDER APRON EXPANSION PROJECT.</p>	<p>STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES NORTHERN REGION</p>	
	<p>WILEY POST/WILL ROGERS MEMORIAL AIRPORT (BARROW AIRPORT) Apron Expansion and Maintenance & Operations Combined Facility</p>	
	<p>AKSAS Project No: 61435, 61706, 62378</p>	<p>FIGURE 2</p>

Date: October 2014



NWI Wetland Classification

- L1UBH
- MTUBL
- M2USP
- PEM1/SS1B
- PEM1B
- PEM1C
- PEM1C:PEM1/SS1B
- PEM1Cx
- PEM1F
- PEM1F:PEM1/SS1B
- PUBCx
- PUBH
- U



**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**

BARROW APRON EXPANSION

Barrow, Alaska

February 12, 2013

Figure 3



Survey Years 2004-2008

- Eider Sighting

* Data from 2004-2008 Annual Survey Reports by ABR, Inc. for the ADOT Barrow Runway and Apron Paving project

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES



BARROW APRON EXPANSION

Barrow, Alaska

February 12, 2013

Figure 4

APPENDIX E

Section 106 Correspondence

Coskey, Owen A (DOT)

From: Nelson, Brett D (DOT)
Sent: Tuesday, January 27, 2015 2:51 PM
To: Coskey, Owen A (DOT); Gamza, Thomas A (DOT)
Cc: Johnston, Christopher F (DOT)
Subject: FW: Wiley Post/Will Rogers Memorial Airport in Barrow, Project Initiation, #61435, #61706, and #62378

From: Duvall, Shina A (DNR)
Sent: Tuesday, January 27, 2015 2:47 PM
To: Nelson, Brett D (DOT)
Subject: Wiley Post/Will Rogers Memorial Airport in Barrow, Project Initiation, #61435, #61706, and #62378

Dear Brett,

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence on December 23, 2014. We have assigned this project RevComp ID: 2015-00046. Following our review of the documentation provided in the initiation letter, we have no objections to the level of effort proposed for identification at this time. We do recommend that the area of potential effects (APE) be defined in a way that allows for full consideration of potential effects to the known cultural resources in the project area, and especially the known areas of burials / grave sites. We look forward to receiving the results of the cultural resources identification and evaluation of the project area as well as DOT&PF's determinations and findings for this undertaking and will respond with our concurrence at that time.

Thank you for sending a Section 106 consultation initiation letter to our office. Please let me know if you have any additional questions.

Best regards,
Shina

Shina duVall, RPA
Archaeologist, Review and Compliance Coordinator
Alaska State Historic Preservation Office / Office of History and Archaeology
550 W. 7th Ave., Suite 1310
Anchorage, Alaska 99501
907-269-8720 (phone) 907-269-8908 (fax)
shina.duvall@alaska.gov



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

NORTHERN REGION
Design and Engineering Services

2301 Peger Road
Fairbanks, Alaska 99709-5316
Main: 907-451-2238
TDD: 907-451-2363
Fax: 907-451-5126

In Reply Refer To:
Federal Number Pending/ 61435, 61706, 62378
Initiation of Section 106 Consultation

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, Alaska 99501-3565

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct additional apron space and Maintenance and Operations (M&O) infrastructure at the Wiley Post/Will Rogers Memorial Airport in Barrow, Alaska. The project area and associated material sites are located in United States Geological Survey Barrow Quadrangle 63:360 Barrow B-4 (Figure 1).

- Airport Property: Umiat Meridian T22N, R18W, Sec 4-8

For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project.

Project Description

The proposed action is shown on attached Figure 1. The project consists of:

- Extend the north airport apron 60 feet to the south.
- Extend the north airport apron 400 feet to the east.
- Construct an approximately 400 foot by 500 foot gravel pad for a new M&O combined facility on the south side of the runway. This pad size was determined by design engineers to be optimal for M&O's sand storage and connex storage needs, equipment mobility, and building footprint.
- Construct new M&O combined facility including: an Aircraft Rescue and Firefighting (ARFF) facility; Snow Removal Equipment Building (SREB); a heated sand storage facility; deicing chemical storage facility capable of accommodating a 1500 gallon chemical storage tank, dispensing vehicle, and other associated chemical handling equipment; and living quarters for DOT&PF airport personnel. These facilities may be combined as a single structure or constructed as multiple structures.
- Construct security fence separating secure and non-secure areas as needed to meet Transportation Safety Administration (TSA) requirements.
- Construct a new two-lane access road connecting the new M&O facility pad to the existing road system. Two alternative routes are being considered.

"Keep Alaska Moving through service and infrastructure."

The proposed improvements will use the existing M&O material site or other existing commercial material sites. The M&O material site is located immediately to the west of the runway and on airport property. The Agency Scoping Letter for this project dated October 29, 2014 asked for comments on three proposed new material sites (Project#: Federal Number Pending/61435,61706,62378). Since that time DOT&PF determined new material sites should not be required for this project. Any future projects requiring new material site development will be put through the 106 process for full review at that time.

Construction is expected to begin in the summer of 2015.

The DOT&PF is unsure of the full range of alternatives at this point as the project is still in the early stages of design and development.

Study Area

The study area includes the Wiley Post/Will Rogers Memorial Airport property and boundaries. The boundary of the study area includes the project site, immediate surroundings, and the M&O material site to the west of the runway. The study area is entirely within airport property. A Cultural Resource Investigations report was prepared for this area in February of 2013 as part of a different DOT project. The February 2013 survey encompassed the entirety of the initial study area for this project.

An Area of Potential Effect (APE) will be refined and established after comments are received from your agency and other consulting parties.

Identification Efforts

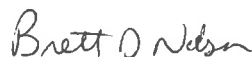
Review of the Alaska Historic Resource Survey database and a review of the Office of History and Archaeology Report Number #147: Cultural Resource Investigations of the Barrow Wiley Post-Will Rogers Memorial Airport, ADOT&PF Project #61435 identified the following AHRS sites within the preliminary APE: following: BAR-00035 (Paleontological Site), BAR-00039(Burials), BAR-00040 (Burials), BAR-00061(NWS Barrow Employee Housing-1957), BAR-00062 (NWS Barrow Modular House B-5-1970), BAR-00063(NWS Barrow Upper Atmosphere Facility-1955), BAR-00064(NWS Barrow Garage/Shop-1976), BAR-00065(NWS Barrow Weather Service Office-1964), and BAR-00087 (Grave Site). BAR-00061, BAR-00062, BAR-00063, BAR-00064 have had formal determinations of eligibility submitted. None of the sites were found to be eligible for the National Register of Historic Places. Once the final APE is determined any AHRS sites that may be impacted by the proposed activities will be addressed. BAR-00087 is located within the boundary of the existing DOT&PF material site. The DOT&PF is aware of this, and has created a buffer around the grave. There is currently no excavation near the gravesite, and no plans to excavate around the gravesite in the future.

Consulting Parties

- Native Village of Barrow Inupiat Traditional Government
- North Slope Borough Inupiat History, Language, and Culture Commission
- Arctic Slope Regional Corporation
- Arctic Slope Native Association, Ltd
- Ukpeagvik Inupiat Corporation
- City of Barrow

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-451-2238, or by e-mail at brett.nelson@alaska.gov. Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Brett Nelson
Regional Environmental Manager

Enclosures:

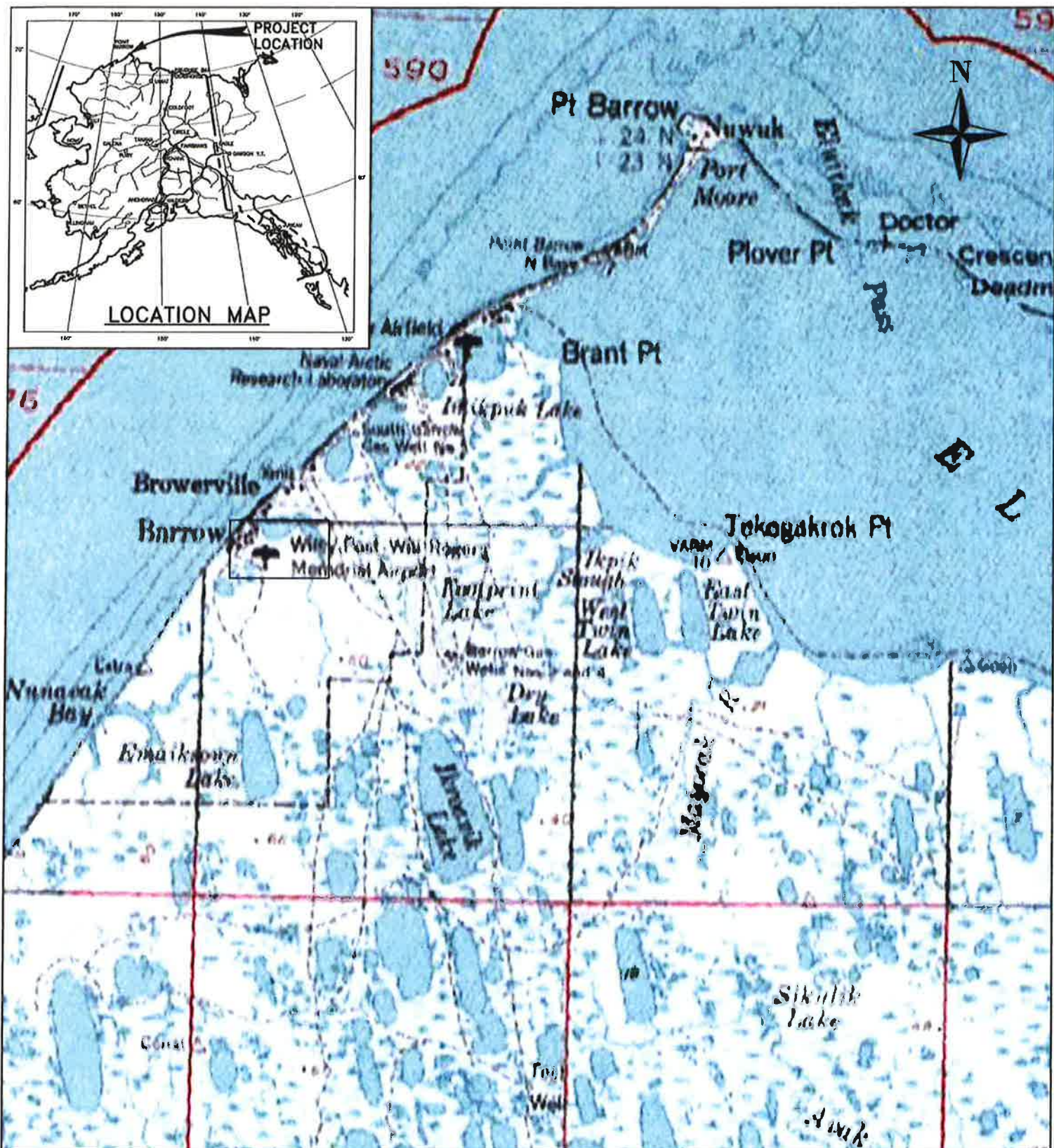
- Figure 1: Location and Vicinity Map
- Figure 2: Proposed Project Area and Material Site

cc w/ enclosures:

Thomas Gamza, DOT&PF, Northern Region Environmental Analyst
Kathy Price, DOT&PF, Cultural Resources Specialist
Taralyn Stone, FAA Environmental Protection Specialist

cc w/o enclosures:

Owen Coskey, DOT&PF Northern Region Environmental Analyst
Chris Johnston P.E, DOT&PF Northern Region Project Manager



BARROW LOCATION AND VICINITY MAP

PROJECT SITE

Barrow Airport: Umiat Meridian T22N, R18W, Sec 4-8

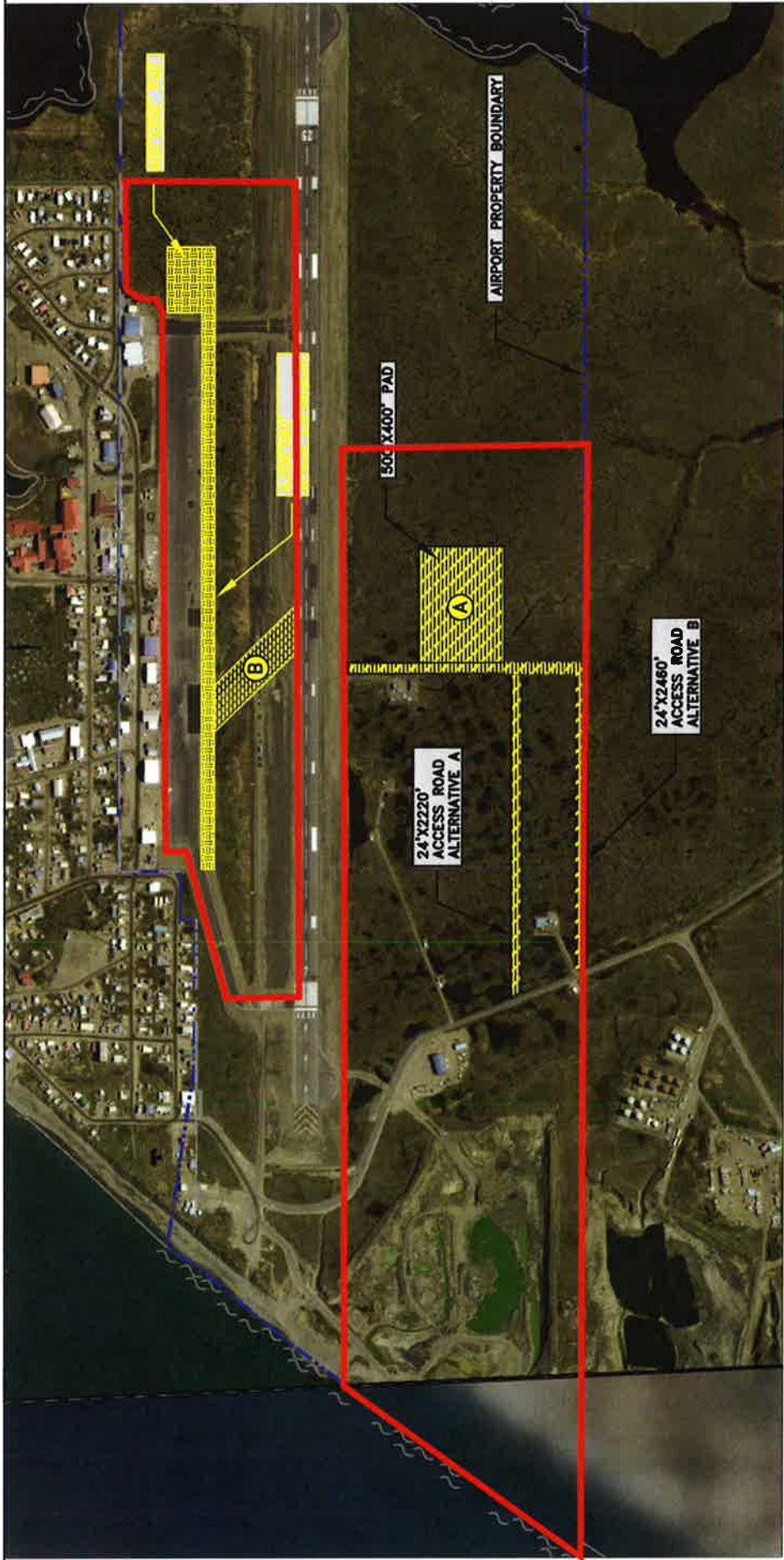
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION

WILEY POST/WILL ROGERS MEMORIAL AIRPORT
(BARROW AIRPORT)
Apron Expansion and Maintenance &
Operations Combined Facility

AKSAS Project No: 61435, 61706, 62378

Date: October 2014






FIGURE
1



GRAPHIC SCALE



LEGEND

-  MAINTENANCE & OPERATIONS COMBINED FACILITY
-  APRON EXPANSION
-  (A) APPROXIMATE LOCATION OF 500'X400' PAD AND 24'X450' RUNWAY ACCESS ROAD FOR PROPOSED M&O FACILITY.
-  (B) REMOVE TAXIWAY B UNDER APRON EXPANSION PROJECT.
-  PRELIMINARY AREA OF POTENTIAL EFFECT

PRELIMINARY AREA OF POTENTIAL EFFECT

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES NORTHERN REGION	
WILEY POST/WILL ROGERS MEMORIAL AIRPORT (BARROW AIRPORT) Apron Expansion and Maintenance & Operations Combined Facility	
AKSAS Project No: 61435, 61706, 62378	FIGURE 2
Date: DECEMBER 2014	

APPENDIX F

ESA Section 7 Consultation



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

NORTHERN REGION
Design and Engineering Services
Preliminary Design and Environmental

2301 Peger Road
Fairbanks, Alaska 99709-5316
Main: 907-451-2237
TDD: 907-451-2363
Fax: 907-451-5126

February 23, 2015

Mr. Ted Swem
Branch Chief
Endangered Species Office
101 12th Avenue, Room 110
Fairbanks, AK 99701

Re: Barrow Maintenance Facility & Airport Improvements (North Apron Expansion)
Project No. 61974 & 61435
Subject: Initiation of Section 7 Consultation

Dear Mr. Swem:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct additional apron space and Maintenance and Operations (M&O) infrastructure at the Wiley Post/ Will Rogers Memorial Airport in Barrow, Alaska. See Figure 1 for Location and Vicinity map. A scoping letter was sent to your office October 29, 2014.

Per the National Environmental Policy Act, DOT&PF is preparing an environmental document in support of the project, including agency coordination.

For purposes of the Endangered Species Act, we are initiating this consultation to confirm that his project is not likely to adversely affect listed species or critical habitat.

Proposed Action

The proposed M&O Facility will be located on a 400 x 500 foot gravel pad on the south side of the runway, with an access road to the runway and from Emaiksoun (Freshwater Lake) Road. The M&O Facility will include an Aircraft Rescue and Firefighting (ARFF) facility as well as a Snow Removal Equipment Building (SREB), deicing chemical storage, and living quarters for DOT&PF emergency response personnel.

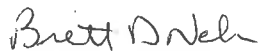
"Keep Alaska Moving through service and infrastructure."

Civil work for the apron expansion consists of extending the apron on the north side of the airport approximately 400 feet to the east to support the development of a new lease lot and widening the apron to provide wingtip clearance between parked aircraft and aircraft on the taxiway south of the apron. Because the apron already has a wide unpaved shoulder, additional embankment is not needed to accomplish the widening. Instead, the existing shoulder will be reconstructed and paved to accommodate airplane loads. The taxiway centerline will be moved 20 feet south, and the existing edge lights will be relocated.

The project area does not contain any threatened and endangered species critical habitat, but is in an area known to contain the threatened Polar bear (*Ursus maritimus*), Spectacled eider (*Somateria fischeri*), and Steller's eider (*Polysticta stelleri*). Eider surveys were completed for the years 2004-2008 as a part of the Barrow Airport Master Plan. No eider nests have been noted in the research area, but eider pairs have been observed during the survey years. Figure 2 shows the areas they were observed.

If you have questions or comments related to the proposed project I can be reached at the address by telephone at 907-451-2238, or by email at brett.nelson@alaska.gov. Your timely concurrence is greatly appreciated.

Sincerely,



Brett Nelson
Regional Environmental Manager

Enclosures:

Figure 1: Location and Vicinity Map

Figure 2: Survey Years 2004 – 2008 Eider Sightings

cc: Owen Coskey, DOT&PF Northern Region Environmental Analyst
Chris Johnston P.E, DOT&PF Northern Region Project Manager

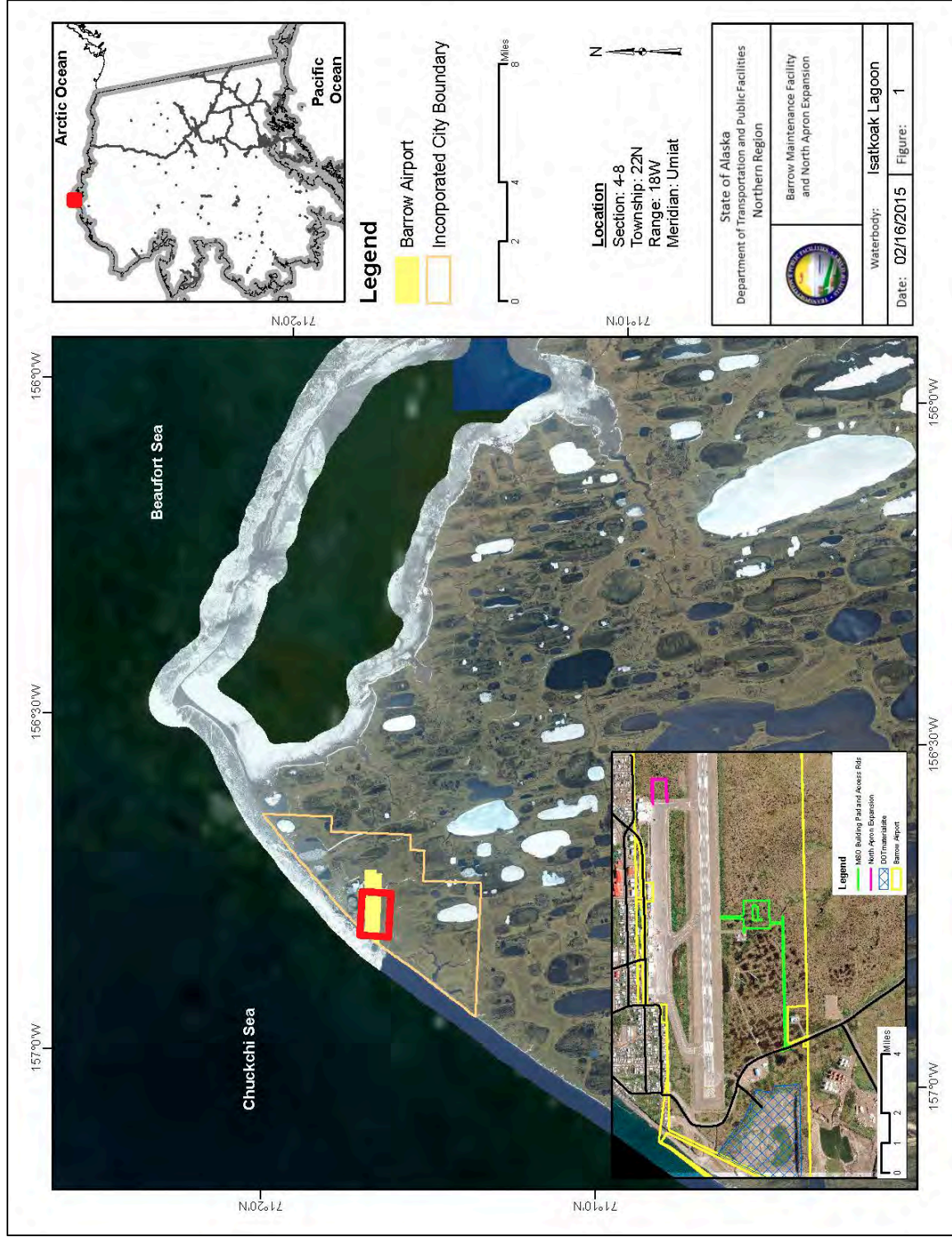


Figure 1: Location and Vicinity Map



Figure 2: Survey Years 2004 – 2008 Eider Sighting

APPENDIX G

Environmental Impact Categories: Non-Issues

Appendix G

Environmental Impact Categories: Non-issues

The following categories have been determined to be non-issued for this project. These categories do not warrant discussion because there is no potential for impact.

- Air Quality
- Coastal Resources
- Department of Transportation Act: Section 4(f)
- Farmlands
- Floodplains
- Light Emissions and Visual Impacts
- Wild and Scenic Rivers

1. Air Quality

The Barrow Airport is located in an attainment area, and according to FAA Order 1050.1E, further analysis is normally not required where emissions do not exceed general conformity thresholds. According to the FAA's *Airport Environmental Handbook*, no air quality analysis is needed if the annual levels of activity in a proposed study area are fewer than 1.3 million passengers and fewer than 180,000 operations, or if it is a general aviation airport with fewer than 180,000 annual operations forecast (Section 47(e)(5)(c)(1)). Current activity at Barrow, and activity forecasted in the AMP, is well below 180,000 operations, therefore no air quality analysis was necessary during the AMP process. The proposed action will not cause an increase in aviation activity and therefore will have no potential for impacting air quality permanently. Construction-related air quality impacts are addressed in Section 6.3 of this Environmental Assessment.

2. Coastal Resources

The Alaska Coastal Management Program (ACMP) expired by operation of Alaska Statutes 44.66.020 and 44.66.030 on June 30, 2011. As a result the ACMP was withdrawn from the National Coastal Management Program on July 1, 2011, and Alaska no longer has a Coastal Zone Management Act (CZMA) program.

3. Department of Transportation Act: Section 4(f)

There are no 4(f) resources in the project area. The proposed project would not affect any publicly owned park, recreation area, or significant historic site. No legislatively designated special areas, such as state game refuges, sanctuaries, or critical habitat areas are located in the project vicinity.

4. Farmlands

No prime or unique farmlands of local importance are located in Alaska or in the project area (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/ak/soils/surveys/?cid=nrcs142p2_035988).

5. Floodplains

Most of Barrow is susceptible to flooding, but the airport property is one of the few sections of town high enough that it does not flood. The 100-year storm event is estimated to reach 12 feet above sea level. The Airport property is 48 feet at the high point of the apron embankment, sloping eastward to Isatkoak Lagoon which has a surface elevation of 16 feet. This project will not impact floodplains or be impacted by flooding.

6. Light Emissions and Visual Impacts

While the Barrow airport has remained in its current location since its construction, residences and businesses have encroached on the airport property. No changes are proposed for the airfield lighting that would increase the visual impacts to the surrounding properties.

7. Wild and Scenic Rivers

No Wild and Scenic Rivers are located near the project area (<http://www.rivers.gov/alaska.php>).